



Agenda
Linn-Benton Loop Technical Advisory Committee

Date: August 6, 2019
Time: 2:30 – 4:00 pm
Teleconference: 541-497-7311, pin #841
Contact: Dana Nichols, Transportation Planner

1. 2:30 **Roll Call and Agenda Review** Phil Warnock
2. 2:35 **Discussion of Loop TAC Chair** Warnock
3. 2:40 **Public Comment** Chair
4. 2:45 **Approval of April 9, 2019 Meeting Minutes (Attachment A)** Chair
Action Requested: Approval of Minutes
5. 2:50 **STIF Fund Implementation (Attachment B)** All
Discussion of timing and coordination of projects related to the Loop and region
 - i. City of Corvallis
 - ii. City of Albany
 - iii. Linn Benton Loop
 - iv. Other Regional Projects
 - v. OCWCOG
6. 3:50 **Budget and Ridership Report** Albany Transit Staff
7. 4:00 **Adjourn** Chair

**LINN-BENTON LOOP TAC
DRAFT MINUTES
Tuesday, April 9, 2019
2:30 – 4:30 pm
Oregon Cascades West Council of Governments**

TAC Members: Andrew Koll, Barry Hoffman, Mark Bernard, and Mark Volmert

Guests Present: Chris Bailey

Staff Members: Phil Warnock, and Emma Chavez

Consultants: Paul Leitman, and Jamey Dempster

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order and Agenda Review	Phil Warnock called the meeting to order at 2:34 pm.	
2. Public Comments		There were no public comments.
3. Approve Minutes of March 5, 2018		Consensus by the TAC to approve the March 5, 2018 meeting minutes.
4. Service Development Plan	<p>Consultant Jamey Dempster reviewed the draft Service Development Plan with members.</p> <p>Mark Volmert noted that eight years ago the service ran down Highway 99 and down 9th street to include Avery Square and Benton Center. He stated that he understands that operationally, this section of the loop doesn't work and he is okay with it. However, he hopes that in the future, that connection could be made again. Barry Hoffman noted that LBCC would desire a direct connection. However, during the study it was noted that it was not feasible. The discussion that took place, indicated that CTS will be providing a more robust service on 9th street. Volmert requested for the connection to remain in the back of members minds for a possible future discussion.</p>	Consensus by the TAC to recommend the Service Development Plan to the Loop Policy Board with discussed changes.

	<p>Staff Nick Meltzer noted that it may be helpful to add a line to page 3-3 on maintaining service to Hewlett Packard.</p> <p>Mark Bernard questioned if there is service to the Albany Transit Center. Leitman stated that the Regional Route would cover that.</p> <p>Volmert questioned how riders get back home when transferring to the local busses during the evening hours. Warnock, stated that knowing when the busses service ends, allows for the individuals to plan ahead. Volmert questioned if people would use the late service if they can't return home. He noted that the concept is good and he isn't requesting for it to be changed but that the discussions should continue to take place.</p> <p>Dempster went on to review the remainder of the Plan.</p> <p>Volmert stated that Page 38; Financial Plan; employer payroll tax, local tax, transit property tax should not be included in the Plan. He noted that those are potential, yet slim options. Warnock questioned if there is alternate language that could include it in case it becomes a possibility. Dempster noted that some counties have examples noted in their plans that he can review and include in the Tech Memo as an Addendum. Members discussed further and met consensus to remove the bullets.</p> <p>Mark Bernard stated adding trips to the US Commuter is redundant and that it seems as though the Loop is not acknowledging other services, and is just doing what would normally do in the absence of those services. He went on to state that he would look at the service redundancy on Hwy 20 and see which service is performing, and make recommendations internally with other ODOT staff about the viability to the service and whether it's a good investment.</p> <p>Warnock stated that the Plan lists possible considerations if additional funding were to become available. It gives a potential consideration,</p>	
--	---	--

	<p>therefore other service coverage would be reviewed at that point in time. If at that time, it is not viable or not performing, that is when a decision would be made.</p> <p>Chris Bailey added that this is a Plan based on the reality of today. If additional funds become available, the entire service area will be reviewed. If the Loop is operating on Hwy 20, that will also be reviewed. If the Coast to Valley is so robust that there is not a need to fill a gap that is when the decision will be made. Bailey stated that at this time, it makes sense to keep that it in the Plan for future planning.</p> <p>Volmert stated that he supports Warnock and Bailey's comments. He advised that the funds would be spent consistently with all Plans, good value to taxpayers, and with no intention to duplicate services. Volmert stated that it would be premature to take it out of the Plan.</p> <p>Bernard advised that he was voicing his position. He noted that there are no assurances that the Loop will receive and STIF discretionary funds. Volmert corrected that the only discretionary funds listed is for one bus, and that it's correct that there is no assurance that those funds will come through.</p> <p>Bailey advised that the Loop has never had any assurance in funding, and every year there is a struggle to receive local match. However, it would be irresponsible to say that another service will cover Hwy 20 therefore the Loop will not place it in its Plan.</p> <p>Dempster questioned if members would like to change the language where it's less about adding trips to the routes, and more about enhancing service to the US corridor. He did point out that the introductory paragraph on changing the Loop routes state they it will be done in coordination with the Loop Board, and other local and Regional services.</p>	
--	--	--

	<p>Bernard stated that putting a reference in a Plan gives the opportunity to act on it, and his position is that he is seeing a redundant service.</p> <p>Volmert stated that he does not see anything in the Plan that indicates redundancy of service, and he supports the Plan as is.</p> <p>Warnock questioned what triggers redundant service.</p> <p>Bernard responded that if it looks as though one service can perform the same function as another, and if it's penalizing rides from another service. He stated that the purpose of Coast to Valley service is to get to HP. He went on to state that his vision is to cater the Cost to Valley Express and encourage Benton County and Lincoln County to run service when the Loop isn't running, and leave the heavy lifting to the Loop Commuter.</p> <p>Volmert stated that the Coast to Valley Express is an entirely different service than the Loop. He noted that there have been discussions for a long time of putting additional resources into the Loop, and if that was done, the Corvallis to Train Station service would not be needed. Volmert went on to state that there is no intention for redundant service.</p> <p>Members did not meet consensus on changing language to the increase of service on US 20.</p> <p>Dempster finished reviewing the changes to the Plan since the January meeting.</p> <p>Volmert thanked everyone for their work on the Plan. He stated that 18 months ago Linn County kicked off the process within a month of approval of HB 2017 that would double the service, co-funded with Benton County. He stated that within a month, Lee and Benton County assisted with bringing the Loop Board, CAMPO and AAMPO, and universities together. He thanked the COG for agreeing to host the effort, and he also thanked consultants Nelson Nygaard. Volmert stated</p>	
--	---	--

	<p>that the group has arrived at a really important effort with planning and with the STIF discretionary grant funds. He again thanked all the partners, and the COG for bringing people together and with their efforts on the contract.</p> <p>Meltzer provided suggestions to edits to the Plan. Members discussed and provided feedback and additional edits:</p> <ul style="list-style-type: none"> • Acknowledgments page – will be updated to include new board members on Loop Board. • Dana Nichols and Nick Meltzer have seats on the TAC, this will be reflected under MPO roles. • Issues and Opportunities #3; note that predominantly students • Page 2-11 Top Priorities for Linn-Benton Loop Service; clarify that based on a rider survey. Members discussed and agreed to the headlines only. • Vision 3-2; clarification that this will happen at 10 years, add “phased approach” or “at its completion in 10 years.” Members discussed and agreed to change to remove the 10 year reference and add a note of end of phase 3. • Page 1-2, third line has a missing word and an extra word. 	
<p>5. Next Steps and Action Items</p>	<p>Loop Board meeting on April 23rd at 3:00 pm to approve the Plan. Meltzer noted that as Hal Brauner retired there was a request to add an at large member to the Loop Board, and for that position to be filled by Brauner. The Loop Board, as well as the CAMPO and AAMPO Board’s agreed and the IGA was updated.</p>	
<p>6. Budget & Ridership Reports</p>	<p>Hoffman reported on the revenues and expenditures; he noted that the \$9,000 deficit was the before 5307 reimbursement. There are no significant expenditures that have appeared.</p> <p>Volmert noted that PERS is a matter of particular interest, and he questioned how it impacts when developing the budget. Chris Bailey advised that personnel costs are shooting up to about 13%. She stated</p>	

	<p>that the City talked to the Board about readjusting the partner contributions for next year to help cover the costs. The Board agreed, and the City has met with CAMPO and AAMPO and will meet next with LBCC. Bailey went on to state that they continue to work towards flattening out the MPO contributions and raising the school contributions so they can even out. Volmert stated that it would make sense, with the colleges contributing to 2/3 of the ridership. The OSU payroll is huge and may not be able to increase their payment. Employees putting in a large amount of money towards STIF. Hoffman noted that the three main partners have not hesitated to increase budget. He went on to note that in March, 4700 of rides were college rides.</p>	
7. Adjourn	Meeting adjourned at 4:24 pm	

**Statewide Transportation Improvement Fund Discretionary and
Statewide Transit Network:
Oregon Transportation Commission Grant Awards for FY 2019-21
July 18, 2019**

Award Summary

Fund Program/Source	Projected Fund Availability FY 2019-21	Total Awards
STIF Discretionary Fund	\$ 11,218,000	\$ 10,579,710
Statewide Transit Network Program	\$ 10,616,024	\$ 8,682,722
STIF Intercommunity Discretionary Fund	\$ 8,975,000	\$ 7,343,247
FTA Section 5311(f) Fund	\$ 1,341,024	\$ 1,339,475

Grant Awards by Fund Source

Projects are listed in alphabetical order by Applicant name.

STIF Discretionary Fund

Applicant	Application Title	Grant Amount
Basin Transit Service Transportation District	Basin Connect Community Transit Service	\$213,203
City of Albany dba Linn- Benton Loop	Linn-Benton Loop Expansion Bus	\$352,000
City of Corvallis	Philomath Connection Bus	\$402,300
City of Corvallis	Corvallis Transit System Bus	\$366,328
City of La Pine	La Pine Station	\$744,835
City of Pendleton	ADA Minivan	\$48,000
City of Pendleton	Bus Application	\$76,000
City of Woodburn	Security Cameras	\$16,118
Columbia County Rider	GPS/Online Tracker System	\$31,050
Coos County	Closing the Coastal Connection	\$399,330
Coos County	Lifeline Route	\$224,820
Gilliam County Transportation	Developing staff and drivers	\$102,328
Gilliam County Transportation	Fleet for the Future	\$126,000
Grant County Transportation District	Expansion Vehicle	\$117,000
Grant County Transportation District	Vehicle Hardware/Software	\$111,847

Grant County Transportation District	Bus Station Expansion Phase 2	\$45,200
Grant County Transportation District	Bus Shelter at High School	\$93,600
Josephine County	Additional Commuter Runs - JCT Service	\$156,022
Josephine County	Josephine County on Demand Transportation Service Solutions - late evening pilot	\$498,440
Lincoln County Transportation Service District	Coast to Valley Express Service Expansion	\$721,800
Malheur County	Capital/Public Transportation Vehicle Purchases	\$307,899
Morrow County	The Loop Morrow County Transportation	\$120,125
Oregon State University	GTFS-ride: Implementation and extension of the Transit Ridership Standard	\$530,781
Rogue Valley Transportation District	Eagle Point Intercity Route	\$598,140
Rogue Valley Transportation District	Ashland Demand Response Micro-Transit Demonstration Project	\$514,000
Salem Area Mass Transit District	Replacement for Regional Buses	\$892,046
Salem Area Mass Transit District	Feasibility Study for Transit Services between Albany and Salem	\$55,556
Salem Area Mass Transit District	Regional Bus Stops Improvement and Routing Changes Project	\$49,417
SMART - City of Wilsonville	SMART Intelligent Transportation System	\$424,000
SMART - City of Wilsonville	SMART Express Medical Shuttle	\$303,000
Sunset Empire Transportation District	Astoria - Portland Inter-community	\$738,000
Tillamook County Transportation District	TCTD Alternative Fuels Project	\$288,000
Tri-County Metropolitan Transit District of Oregon	TriMet Express/Limited Stop Bus Network Study	\$120,000
Tri-County Metropolitan Transit District of Oregon	TriMet Transit Priority Spot Improvements	\$160,000
Tri-County Metropolitan Transit District of Oregon	Friends of Frog Ferry Operations and Finance Plan	\$200,000
Union County	Capital Purchases	\$107,757
Washington County	Community Transit and Demand Response System Technology Capital Improvements	\$324,768
Total STIF Discretionary Awards		\$10,579,710

STIF Intercommunity Discretionary Fund

Applicant (PTSP)	Application Title	Grant Amount
Benton County	Coast to Valley Expansion - Benton County	\$377,132
Central Oregon Intergovernmental Council	CET Community Connector Service	\$275,791
Central Oregon Intergovernmental Council	Hawthorne Station Renovation	\$112,365
Clackamas County Social Services	Regional Integrated Fare Collection System Analysis	\$108,000
Confederated Tribes of the Umatilla Indian Reservation	La Grande Arrow, Walla Walla Whistler, Hermiston Hopper, Pilot Rocket Services	\$1,035,268
Grant County Transportation District	John Day to Ontario Route	\$58,500
Harney County	Intercity Weekly Trips Between Bend and Burns	\$124,000
Hood River County Transportation District	Columbia Gorge Transit Service Optimization	\$1,831,522
Josephine County	Rogue Valley Commuter Line - Josephine County	\$459,946
Lane Council of Governments	Florence-Eugene Intercommunity Route	\$1,233,000
Lane Council of Governments	Florence-Yachats Connector	\$450,000
Mid-Columbia Economic Development District	Gorge TransLink Alliance Mobility Management Project	\$135,000
Oregon Cascades West Council of Governments	99W Transit Corridor Feasibility Analysis and Implementation	\$92,106
Oregon Cascades West Council of Governments	Providing a Seamless Transit Experience	\$447,977
Tillamook County Transportation District	TCTD Intercity Bus Service to Portland	\$432,000
Tillamook County Transportation District	NWOTA Website Trip Planner Enhancement Project	\$134,640
Umatilla County	Multi-County Transit	\$36,000
Total STIF Intercommunity Discretionary Awards		\$7,343,247

Federal Transit Administration Section 5311(f) Fund

Applicant (PTSP)	Application Title	Grant Amount
C.A.C. Transportation Inc.	Central Oregon Breeze BUS	\$148,000
Central Oregon Intergovernmental Council	Planning Feasibility Study from Klamath Falls, OR to Redmond, OR	\$20,000
Columbia County Rider	Longview/Kelso Intercity Service	\$184,952
Community Connection of NE Oregon, Inc.	5311(f)	\$90,000
Lane Transit District	Diamond Express	\$187,723
TAC Transportation Inc.	Coos Bay - Eugene - Bend Vehicle Purchase and PM Funding Request	\$204,800
Tillamook County Transportation District	TCTD Intercity Bus Service to Salem	\$504,000
Total FTA Section 5311(f) Awards		\$1,339,475